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Nigel Mansell's World Championship

R A C I N G

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NIGEL MANSELL'S WORLD CHAMPIONSHIP

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NIGEL MANSELL'S WORLD CHAMPIONSHIP

Mansell – A Brief History

Nigel Mansell, in common with many of today's racing greats, began his racing career in Go-Karts. From the beginning his determination to win was clearly apparent and victories were not long in coming. *"I was ten when I had my first competitive race. It was at Shennington, Edge Hill, Banbury. There we were, with our one-wheel drive Fastkart with a JLO engine, and I thought, right, I'm going to win my first race."* Unfortunately, he didn't manage to win the race. He didn't even finish it—the engine fell off the cart! Things got better, however, and soon Nigel was representing his country in karting, and managed to advance through the ranks and up to the higher grade of karts without too much trouble. Never one to tread water, Nigel soon began to think about moving up to Formula Ford, which he managed to do in 1976.

"That first single-seater car I had was a Hawke DL 11. I started with a race at Mallory Park," he recalls. This time round, his first outing in a new category was a little more successful. *"Our first race and we had a win. I was very pleased. No, I was delighted. In all I had nine races that year and I won six of them. I wasn't getting carried away, but I felt I'd shown up pretty well."* Even now, his ambitions weren't satisfied. *"That car gave me a fairly good first year in Formula Ford. I knew then that I could win races and that, in turn, made me even more ambitious. I wanted to go on from there, to better cars, better competition. It was never a game to me: I was determined I was going to be a professional racing driver. It would mean ever more hardship, more scraping for money and sponsors, but we wouldn't be put off."*

In 1977, however, Nigel suffered a serious setback when he broke his neck in two places, and could easily have been paralyzed or killed. This did not deter him, however, and after his layoff he rejoined to the Formula Ford season, with renewed enthusiasm. *"I was feeling good. I was glad to be back racing and I was driving well."* The last race was at Silverstone, and Mansell needed to get pole, the fastest lap and win the race to get the Formula Ford Championship. He managed all three.

Still his ambitions drove him on, and he reasoned that having won the Formula Ford Championship, then the next step was Formula Three. This proved to be an uphill struggle, with both Nigel and his wife Rosanne both working long hours to raise money to allow Nigel the time to hunt for sponsors. This proved to be a fruitless search. Nigel takes up the story *"We were told at the beginning of the 1978 season that if we weren't prepared to back ourselves there was no reason why a sponsor should. That fired me up to the point where I was ready to do anything to raise the money. When you are in that sort of situation you are liable to do something pretty extreme, and that is precisely what we did. We sold our apartment."* This was one risk, however, that did not pay off. Mansell raised enough to pay for his first races with a factory March drive, having been assured that sponsorship was likely to follow very soon. Sponsorship did not materialize, and after five races, Mansell's own money ran out. *"In all, those five races must have cost us thousands. We were left with nothing—no car, no house, no money. It wasn't a case of considering packing it in. We had packed it in! We simply couldn't race any more."*

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Then Mansell learned that David Price's Formula Three team, sponsored by Unipart, were looking for a second driver for the 1979 season. *"I made a couple of visits to David's business at Twickenham, and I must have convinced him that I was worth a try because I got the drive."* This meant that for the first time, Mansell was on a modest wage as a driver. An unspectacular season followed, with Mansell managing only one win, but by now Colin Chapman was taking an interest in the young ambitious driver, and even though Mansell suffered another setback when he was injured at Oulton Park, he was offered a test drive with Lotus. Mansell was still suffering from his injuries, but he wasn't going to let anything get in his way. He was soon phoning his specialist to get sorted out. *"I was going to have my first drive in a Formula One car the following week. I'd got to go. Nothing was going to stop me. He gave me a load of painkillers and off I went."*

Mansell proved himself, and in 1980 he was working as a test driver for Lotus. Following some impressive runs, including Lotuses fastest time ever at Silverstone, Chapman offered Mansell the chance of a Grand Prix run at Austria. This was what all the hard work Mansell and his wife had put in had been for.

"Colin Chapman was satisfied that I was ready and I certainly believed I was. What had happened in Formula Three didn't matter any more. I was going to get my chance in Formula One. That was all that concerned me."

For the next four years Mansell drove for Lotus with varying degrees of success. Lotus was not the power it had been, however, and the best Mansell was to achieve over this period were a number of third places, and a one Pole Position.

In 1985 he joined the Williams team and over the next four years Grand Prix racing began to realize his potential as a truly exciting and superb racer in the classic tradition, the 1987 victory at Silverstone being one of the most exciting races of modern times. In both 1986 and 1987 he came second in the World Championship, the bad luck that has occasionally clouded his progress first coming to prominence with the spectacular tire burst in Australia as he was cruising to the Championship title.

In 1989 Nigel joined Ferrari and despite a non-competitive car he gained the admiration of Italian race fans, becoming 'The Lion' after a series of dramatic and determined races. But Nigel had his sights set on the Championship, and in 1991, he rejoined a rejuvenated Williams team and launched himself into a tremendous tussle with the dominant McLaren team. Once again bad luck and the now infamous 'wheel nut' episode ended his chances and he was second in the Championship for the third time.

In 1992, despite all the many setbacks and hardships along the way, Nigel has produced one of the 'all time great' series of driving performances winning the first five races, and being the first driver ever to win nine Grand Prix in one season. Of course, he also secured the championship, and Britain's first for sixteen years, with five races of the season remaining.

Nigel Mansell is truly a sporting hero and one of the most well known and popular personalities Britain has produced for years. His achievement, founded on a will to win and a level of courage and skill hard to comprehend, is thoroughly deserved. Whatever the future holds, 1992 will always be Nigel's Year.

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Playing The Game

In Championship Challenge you take part in the full 1992 Grand Prix season. You have the opportunity to experience the thrills and excitement of Formula One racing first hand. Each country, and each of the sixteen tracks featured in Nigel Mansell's triumphant 1992 season is represented. Obviously, your aim is to emulate the success of Nigel Mansell, and win the World Championship.

When the machine is switched on, press the **Start Button**. The next screen which you will encounter is the Enter Name Screen. Moving the **Control Pad** left and right will alter the flashing letter, and

pressing the **A Button** will fix that letter, and move you onto the next one. Pressing the **B Button** will erase the current letter. Once the player is happy with the name, the **Start Button** should be pressed. When this has been done, the Main Selection Screen will appear.

Main Selection Screen

The Main Selection Screen will allow you to access the various options available to you. To choose a particular option, use up and down on the **Control Pad** to move between the various options, each of which will be highlighted in turn. Once the option you wish to select is highlighted, press the **Start Button**. Each of the options is explained on the following pages.

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Racing A Circuit

If you choose to take part in a single race, then a screen will appear which will allow you to select which of the sixteen circuits you wish to race. Moving the **Control Pad** up and down will highlight between the flags of each country in turn. Once the correct flag is highlighted, and the track which the player wishes to race upon appears, pressing the **Start Button** will take the player to the Track Information Screen.

Track Information Screen

This screen offers an illustration of the circuit which you are about to race, along with some details such as the track's record and the weather. Pressing the **Start Button** will move you onto the Race Options Screen.

Race Options Screen

On this screen you are offered the opportunity to Set Up your car, take part in a Qualifying Lap, or Go To The Race straight away. Again, use the **Control Pad** to highlight an option, and 'Start' to select it. Each is explained on the following pages.

Race Car Set Up

If you select this option, this screen will allow you to configure your vehicle to suit a particular race. Should you wish to get straight to the race, you can skip this screen completely, in which case the default settings will be as follows:

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Tires - Hard
Wings - 10 %
Gears - Automatic

Should the player choose to, however, this screen will allow the player to set-up the car to suit the weather and track conditions. There are three parameters that can be changed as follows.

❶ Gears

The choice offered here is between Manual and Automatic gears. Automatic is the default mode. When Automatic (Auto) gears are selected, the player is relieved of the need to change gear, thus making the game easier to play. However, there is a small penalty to pay as the point at which the gears are changed in auto is not the optimum setting.

❷ Tires

The choice here is between Hard, which is the default, Soft, and Wet tires. There are two parameters relating to the tires, namely rate of wear and grip. Fast cornering and running off the track increases the rate of tire wear; harder tires wear slower. The tires can wear out entirely, of course, forcing the players car to retire from the race, and in this instance the driver will obviously fail to win any points. The player has the option to change the tires any number of times in the pits, but entering the pits obviously results in a time penalty. Soft tires improve the cars grip and so improve cornering but require changing sooner. In a normal race, the player will only need to change hard tires once, however soft tires may need to be changed twice. If the track has rain on it then wet tires will need to be used. When the track is wet, these tires wear at the same rate as hard tires, but in the dry, wet tires wear faster than soft tires. If the track is wet, both hard and soft tires handle very poorly, and the car will be difficult to control. The condition of the tires is displayed as part of the control panel.

❸ Wings

For Airfoils, the choice is between 10%, the default, 20%, and 30%. Setting the airfoil to 30% will improve the cars cornering in a similar manner to soft tires; however, in this position the airfoil will increase the car drag and thus reduce the acceleration. Setting the airfoil to 10% will result in the car having the best top speed but the poorest cornering.

Again, the **Control Pad** *should be moved up and down between the three options, and then left and right to highlight the variations of each option. Once the border is flashing over the option you wish to select, move the*

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Control Pad up or down, and that option will then be selected. When you have tuned your car to suit the forthcoming race, press the ***Start Button*** *and you will be taken back to the Race Options Screen.*

Qualifying Lap

If the player selects Qualify the player has the opportunity to compete for grid position. The player has to do one lap and the time taken will determine how many cars are in front of the player's car at the start of the race. As in real Formula One racing, the player will have to avoid the other cars on the track, although the player is not directly competing with them. On completion of the qualifying lap the player will return to the Results Screen to see the position in which they qualified, and will then go to the tune up screen.

Go to Race

If you decide not to qualify for the race, then you can automatically begin the race from the back of the grid. This is obviously the fastest way to get into a race, but it will be a lot easier to finish amongst the leaders if you begin the race at the front of the grid. The choice is yours.

The player competes against eleven other cars of varying ability. The competitors' cars are grouped into three classes, four good, four average and three poor. Each race will vary in length between four and six laps.

Pit Stops

Apart from a couple of instances, the pits are located at the side of the track just after the starting line on any circuit. The player may enter the pits at any time or lap. On the race tracks the pits can be identified as a separate lane or channel, separated from the main track by a prominent white line. They are also shown on the circuit map which is visible on screen while racing. The only reason to enter the pits is to fit new tires. When the players car enters the pits, the player must first stop the car by applying the brakes. The player then selects the new type of tire by pressing the **Select Button** until the tire wanted is highlighted, and then

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pressing the **Start Button**. The screen will then display an animation sequence of the car being lifted and the tires being changed. The pit stop takes between 5 and 9 seconds, this time being random, and not under the control of the player. All the competitors' cars make one pit stop.

Race Screen display

In addition to displaying the track etc., the in-race screen display contains other relevant information described as follows:

Lap Time – Seconds of this lap elapsed.

Behind – Number of seconds you are behind the race leader. If you are behind the leader, then the word 'Behind' will appear above the time. If you are in the lead, then the word 'Ahead' will appear, and the time given will be the number of seconds you are ahead of the next car.

Circuit – This is a map of the current circuit, with a flag representing the player's position.

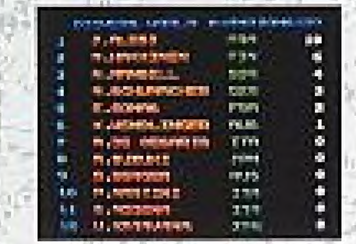
Gear – Gear number (displayed even in auto).

Speed – Digital display.

Tire wear – As your tires become more worn out, the line will gradually recede to the left. Obviously, if it gets too far left you will need to pull in at the next available pit stop.

Position – The players current position in the race.

End Of Race Sequence



At the end of each race, a results table will display in descending order positions of the drivers at the finish of the race, and the points awarded, had this been part of a full season.

If the player finished in the first three, then a reward screen, will be displayed highlighting the players achievement. On the completion of this section, the game will default to the Main Selection Screen.

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Full Season Racing

If this option is chosen, you will then begin the full season of sixteen races. Obviously, your aim is to finish at the top of the points table once all sixteen races are concluded. The first screen encountered will ask you if you are beginning a new game, or wish to resume a previous season. If you are to begin a new game, press the **Start Button**. If you wish to resume a previously 'saved' season, press the **Select Button** to highlight, which will allow you to rejoin a season once you have completed several races. This screen is explained in more detail later. After the password input screen, the Track Description Screen will appear. The progress from here is exactly the same as for a Single Race, explained in full detail on page 10. In addition, after each race a password will be given which will allow the player to 'save' a game, and come back to it at a later date.

For a full explanation of the sequence from track selection to the results screen, see the section for a single race, starting on page 10. If the race is part of a full season, then after the race results and reward sequence (where appropriate), an overall points table will be displayed. On completion of each of the individual races, the player is awarded points relative to position. The points awarded are as follows:

First	10
Second	6
Third	4
Fourth	3
Fifth	2
Sixth	1
Below Sixth	0

After each race, the player's total points are used to calculate the overall position. In the event that the race is the last of a season, one of two sequences follow after the points table. If the player wins the World Championship, a new reward screen will appear in recognition of the player's achievement.

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Using the Password

The player may wish to stop playing during a season but retain his position and points. For this reason, on completion of each race, an encoded password will be displayed. Simply make a note of this password for future use. If a correct password is entered when prompted, then the player will resume the previous game.

Entering a Password

Passwords are entered directly after Full Season has been chosen, in exactly the same way that names are entered, by using up and down on the **Control Pad** to change the letter, and left and right on the **Control Pad** to move between the various letters.

Improve With Mansell

If you chose to Improve with Mansell, you will be given the opportunity to race on any of the sixteen circuits without having to worry about other drivers. While you are racing, you will be given advice by Nigel Mansell, who will appear on screen to offer helpful hints to your driving. An arrow will also appear on the screen giving an indication of the driving line. We advise that you attempt to follow the racing line as closely as possible, rather than drive fast, when you use the Improve with Mansell section.

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